



# The Sustainable Waterborne Transport toolbox approach

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COMMUNICATION FROM THE COMMISSION TO THE COUNCIL, THE EUROPEAN PARLIAMENT, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS

*Strategic goals and recommendations  
for the EU's maritime transport  
policy until 2018*

[21 January 2009](#)

## EU Maritime Transport Strategy 2009-2018:

European Commission, EU Member States and EU maritime industry should work together towards the long term objective of 'zero-waste, zero-emission' maritime transport



ROADMAP TO A SINGLE EUROPEAN TRANSPORT AREA —  
TOWARDS A COMPETITIVE AND RESOURCE-EFFICIENT TRANSPORT SYSTEM

## EU 2011 White Paper – Roadmap to a Single European Transport Area:

The environmental record of shipping can and must be improved by both technology and better fuels and operations.

## New sulphur limits based on IMO Marpol annex VI

### Revised EU Sulphur Directive

- *Directive 1999/32/EC as amended by 2012/33/EC on the sulphur content of marine fuels: Sulphur Directive*  
(N.B. NO<sub>x</sub> from ships is currently not covered by EU legislation)
- *Main objective was bringing EU legislation in line with the 2008 Marpol Annex VI revision: 0.1% sulphur content in EU SECAs as of 2015 and 0.5% outside SECAs as of 2020 (N.B. no revision clause for the latter date foreseen as in IMO)*
- *Impacts of the revised Sulphur Directive for the EU*  
(European Commission Impact Assessment):
  - ✓ reducing the annual 50.000 premature deaths caused by burning high sulfur marine fuels
  - ✓ € 15 to 34 billion of annual health benefits
  - ✓ € 2.6 to 11 billion of costs for shipping industry for switching fuels or exhaust filters to meet the new limits

# New sulphur limits vs. compliance costs

## Revised Sulphur Directive - compliance

- *Provisions of Marpol Annex VI on alternative compliance methods taken over in the revised Directive:*
  - Access to emission abatement methods should be facilitated (recital 24)
  - To provide emission reductions at least equivalent to, or even greater, than those achievable using low sulphur fuel
  - Any fitting, material, appliance or apparatus to be fitted in a ship or other procedure, alternative fuel, or compliance method, that is verifiable, quantifiable and enforceable (LNG, scrubbers,...)
- *Costs of the new requirements could result in reversed modal-shift & negative effects on the competitiveness of the industries (recital 22)*
  - COM should make full use of instruments such as Marco Polo and TEN-T to minimise risk of modal shift
  - Member States may consider providing support to operators in accordance with applicable State Aid rules

## The Sustainable Waterborne Transport Toolbox (1)

- *Commission Staff Working Paper SEC (2011) 1052 of September 2011 - accompanying the proposal for a revision of the Sulphur Directive*
- *Purpose: seeking solutions to reduce compliance costs in relation to the new low sulphur standards & addressing from a broader perspective the environmental challenges that confront the EU shipping sector*
- *Art 7 of the revised Sulphur Directive:  
The Commission shall, in cooperation with Member States and stakeholders, develop appropriate measures, including those identified in the 'Sustainable Waterborne Transport Toolbox', promoting compliance with the environmental standards of this Directive*

## The Sustainable Waterborne Transport Toolbox (2)

- *The "Toolbox" proposes a number of short-term accompanying measures (i.e. under TEN-T & Marco Polo II Programmes, EIB, national funding etc.), as well as a set of medium and longer-term measures along the following components:*
  - ✓ *Regulatory and non-regulatory EU measures*
  - ✓ *Coordination with Member States and industry*
  - ✓ *Clean ship technology, infrastructure and alternative fuels*
  - ✓ *Possible financing opportunities*
  - ✓ *R&D activities, innovation*
  - ✓ *International cooperation*
- *The Commission will publish a Progress Report on the Implementation of the Measures of the Sustainable Waterborne Transport Toolbox in Spring 2013.*
  - *Important additional element of the progress report will be the announcement of a new European Sustainable Shipping Forum (ESSF) to discuss further toolbox implementation*

## Development of innovative and alternative fuels (1)

### Commission's Clean Power for Transport Package

- *Published on 24 January 2013 and establishing a common framework of measures to ensure the deployment of EU alternative fuels infrastructure and to break the oil dependence of transport*
- *Guide technological development & provide a policy framework for investment and market development for electricity, hydrogen, biofuels, synthetic fuels, LNG, CNG and LPG*
- *The package consists of:*
  - **Proposal for a Directive on the deployment of alternative fuel infrastructure**
  - **Commission communication Clean Power for Transport: A European alternative fuels strategy**
  - **Commission Staff Working Document containing actions towards a comprehensive EU framework on LNG for shipping**

## Development of innovative and alternative fuels (2)

### Commission's Clean Power for Transport Package – focus on shipping in Directive proposal

Member States shall ensure:

- Publicly accessible LNG refueling points for maritime and inland waterway transport are provided in all maritime ports of the TEN-T Core Network by 31 December 2020
- LNG refueling points for waterborne vessels shall comply with the relevant EN standards, to be adopted by 2014.
- Shore side electricity supply for waterborne vessels is installed in ports provided that it is cost-effective and has environmental benefits.
- Shore-side electricity supply shall comply with the technical specifications by 31 December: relevant EN standard, to be adopted by 2014, and, pending the publication of this standard, with the technical specifications of the IEC/ISO/IEEE 80005-1 standard.



## Development of innovative and alternative fuels (3)

- **Methanol**
- **Hybrid, hydrogen, biofuels (ultimately use of fuels from renewable sources)**
- **Other innovative approaches by industry are welcome**
- **Global compatibility is of utmost importance to the EU !**

**Thank you for your attention !**

**For further questions:**

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